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PRIVATE RESIDENTS AT THE
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Hongkong, 3rd October, 1906.

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SMOKELESS POWDER and CHILLED
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11.45 a.m. to 12.00 Noon. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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677

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Elegantly Furnished Reception Rooms

Private Bar and Billiard Room for Hotel

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Hydraulic Lifts to each Floor.

Electric Lighting and Fans

Every Comfort

Ladies' Afternoon Tea Rooms

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Matron in attendance

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Hot and Cold Water throughout.

Electrically Lighted Electric Fans (if required).

Electric Passenger Elevator to each floor.

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Hongkong, 24th July, 1905.

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Has been re-opened under European
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A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque

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Macao is 40 miles south-west of Hongkong.

Two steamers (ss. *Sui An* and *Sui Tai*) daily to and
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from Canton, give easy communication with both
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THE HONGKONG DISPENSARY,
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Hongkong, 31st July, 1907.

30

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Only communications relating to the news column
should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the
Editor, not for publication but as evidence of good faith.

All letters for publication should be written on
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No anonymously signed communications that have
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HONGKONG OFFICE: 104, DES VIEUX RUE, LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 31ST, 1907.

As is Japan in Korea, so is China in Tibet. With some slight modifications, this assertion is warrantable. The chief qualification of it would be that China has done less than Japan in the interests of her suzerainty—China has, so to speak, had greatness thrust upon her, while Japan has deserved it.

The relations in both cases are far from dissimilar. The Tibetans have no more affection for the Chinese than the Koreans have for the Japanese; but they have no Huberts among them to warn the world of the threatened extinction of a sovereign people and to protest in the holy name of Liberty.

Little as China has ever done to earn the overlordship she claims, which claims, from our point of view, were too respectfully regarded by Great Britain during the events leading up to the Convention of 1904, we are informed that there is a section of Chinese officialdom which regards Tibet as a white elephant. Probably because they get nothing out of such a far away dependency, they begrudge the comparatively small allocations made from time to time by the Chinese Government, and their idea—openly memorialized—is to sell China's interest in Tibet to the Indian Government.

At present this un-imperial attitude cannot be said to have made any headway. The Chinese garrison in Tibet, as already reported, is being strengthened. Arrangements are being made to give military training to young Tibetans—another nightmare for the yellow peril folk; and three million taels per annum are set aside for the purpose of "colonizing" Tibet with

Chinese farmers. These settlers are to be conveyed at Government expense, and a few have already gone, and it is understood that while they are undergoing the hardships of establishing themselves in new surroundings, they are to be assisted by subsidies from the fund referred to. It is quite possible that this unusual interest and apparent earnestness of effort was connected with Peking's wish to send Viceroy Shum to the border provinces. Next year it is expected that the indemnity to Great Britain will have been discharged, and the British occupation have come to an end, and Peking has perhaps been considering subsequent responsibilities and possibilities. At present its efforts have not been welcomed any more cheerfully than have Japanese efforts in Korea. In fact, the comparison gives the Japanese some advantage. Japanese colonists have been fair; their enthusiasm has occasionally proved embarrassing to the T'kyo authorities. Chinese colonists see things differently. Removal to such unwholesome scenes, even when their present environment is an unprofitable one, has no attraction for them. They receive the official proposals with more than suspicion. The grants of money promised would stick; they fear, to the hands of the distributing officials; and they ought to know what is likely. Meanwhile, the Russian bogie having dwindled to less threatening proportions, the Indian Government cares less about Tibet. The amount of British trade does not seem worth troubling about. The British trade representative has a fairly easy time at Gyangtze. SVEN HEDIN and others have talked of the immense mineral possibilities of Tibet, but if the Chinese continue paramount, it will be a long time before we hear of any serious exploitation. When the Chinese have repeated their former failures in that part of Asia, as they almost certainly will, there may be some awakening of interest in India and Great Britain, and the proposals of the section of Chinese officials who would prefer, for a consideration, a policy of *laissez faire*, may become more important to us.

The plague total at date is 201 cases; there was one yesterday.

The English Mail of the 29th June was delivered in London on the 29th instant.

M. Wallenberg, Swedish Minister in Tokyo has been appointed also Minister in Peking.

The steamer Homer, from the Pribilof Islands, reports the capture of twenty-nine Japanese seal-poachers at St. Paul Island, in the Pribilof group, by the United States revenue cutter Perry.

The delegates of a South American Republic attending the Hague Peace Congress are humorously reported to have advised their Government to withdraw from the Conference and build a battleship instead, as costing less than the hotel charges at The Hague.

Discovered at the old practice of stealing lead, two coolies were yesterday sentenced by Mr. Hazland to three weeks' hard labour and six hours' stocks. They had stripped the lead from Messrs. Jardine Matheson's sugar refinery at East Point.

Two coolies, who attempted to obtain a free passage from Canton to Hongkong on board the *Falshan*, were discovered hidden among the vegetables, and on being brought before Mr. Hazland at the Magistracy yesterday were sentenced to one month's imprisonment.

Yesterday Mr. H. H. J. Gompertz, sitting at the Magistracy, passed sentence of three months' hard labour and six hours' stocks on a Chinaman for stealing a gold watch and chain valued \$120 from Edward Kennedy, a passenger on board the *Fookang*. Prisoner had entered complainant's cabin while he was asleep.

The records of the Fifth Triennial meeting of the Educational Association of China, which was held at Shanghai in May 1905, now make their belated appearance. The publication is full of interest to those in sympathy with missionary work, and some of the addressees and papers given at the Convention are well worth perusal. Along with the above volume comes the Educational Directory for China a publication which represents an effort to bring the information concerning educational work in China up to date. It has been compiled and edited by Nathaniel Giat Gee, M.A., Scotchow University.

Colonel Marjoribanks, proposing the toast of the French President at the banquet given by Boulogne to the band of the Coldstream Guards, said:—"Confucius, the author of the 'Maxims of War,' which even to this day form part of the regulations of the Chinese army, puts his first maxim in these terms: 'You should diffuse in the camp of your enemy the most beautiful musical sounds in order to soften his heart.' This is a very pleasant way of winning a battle, and it may be hoped that the sweet accents of the bands of the Garde Républicaine and the Coldstream Guards playing together will have the effect of softening the hearts of their enemies. Perhaps the mayor will submit this peaceful solution of so many European difficulties to the Hague Conference."

A rustic was struck in the eye accidentally, by a golf ball, during a match at St. Andrews. Running up to his assailant he yelled, the "Tatler," says, "This'll cost ye five pounds—five pounds!" "But I called out 'fore as loudly as I could," explained the golfer. "Did ye, sir?" replied the troubled one, much appalled. "Well, I didn't hear; I'll tak' power."

A referendum on the Bill for the separation of Church and State in Switzerland, has resulted in the endorsement of the measure by 7,656 votes to 6,822.

In Yau-tai Bay on Monday night the steam launch *Tung Shan* ran into a junk laden with coal which was being towed to the steamer *Marcelle*, cutting the Chinese craft in half. Her cargo was emptied into the harbour.

Two German seamen from the steamer *Wik* got into trouble on Monday. Like many another sailor on shore, they imbibed too freely, with the result that they became disorderly. They had ridden in rickshaws for a considerable time and when they were landed at Pudder's Wharf at midnight and the coolies demanded their fare, and possibly more than their fare, both men became very wroth. One chased the coolies some little way but eventually collapsed. The police arrived on the scene and took both men into custody. The first man was ill that the stomach pump had to be used. He was not able to leave hospital yesterday and the case against him was adjourned, but the other man was ordered by the Magistrate, Mr. F. A. Hazland, to pay a fine of \$5, to pay \$1 compensation to the rickshaw coolie and to pay 3 cents rickshaw fare.

Matters are going from bad to worse in connection with the East-Siberian Railway. This is due mainly to the lack of money; the chief officials receive their salaries very irregularly; thus they are driven to commit various kinds of embezzlement in order to get their wages. At present the unpaid accounts owing to firms which have supplied the railway with material amount to \$270,000. While the smaller firms are suffering greatly through not being able to get their money, the larger firms, when they are paid, are paid much larger sums than are owing to them. This is done to keep the larger firms from complaining at headquarters; the railway officials know that the complaints of the smaller firms will not be heeded. To make matters worse, the Sungari river teams with junks, so that the railway cannot compete with them in carrying freight.

Actual facts upset many a scientific theory.

Theoretically nine-tenths of the rural population ought not to attain maturity; as a fact, they are the longest-lived community in the Empire.

We ought to vary our diet, and, if not sworn vegetarians, take so much meat to so much of vegetables and the rest. But the Chinese do not take meat—or hardly ever. He cannot afford it. His wages are higher than his father's were, but then meat is proportionately costlier than was formerly the case.

He is for the most part a vegetable feeder. He should frequently bathe, but he does not bathe at all. "How is it then that these men live so long and rarely experience illness?" one of the kind was asked the other day. "Well, you see, sir," was the answer, "we don't need no bathe. In the summer we sweat so at our work that that serves for all the year round!" Rural England does not bathe. Colliery England and chimney-sweeping England do.

The question of adopting short time in the cotton-weaving trade was considered on June 28, by a committee of the North-East Lancashire cotton-spinners and the Manchester Association. It was decided that in view of the unsatisfactory state of the trade, all members be strongly advised to stop their mills for a full fortnight before the end of October, in addition to the usual holidays. It is estimated that this step will affect 150,000 operatives in the manufacturing departments, and the decision will cause dismay in many households throughout the affected area. It has been arrived at in consequence of the high price, scarcity, and general bad quality of yarn, manufacturers contending that they are unable to make cloth and sell it at a price which will even secure the return of their own money. The situation has become very acute during the last few weeks, but it is hoped that the course agreed upon will relieve the tension by easing the now overstocked market. Should it not have this effect, it is likely that there will be other stoppages and for a longer period. No one pretends to foresee the end of the crisis.

A Spanish balloon, with military engineers was blown out to sea yesterday, and disappeared. The survivors were subsequently picked up near the Balearic Islands. This is the fourth accident of the kind in Europe in the last few weeks.

COUNTY CRICKET.

LONDON, July 28th.

Up to date the County Championship stands:—Nottingham winnings 10, lost 0,

drawn 3. Middlesex, winnings 4, lost 1,

drawn 5. Yorkshire, winnings 7, lost 2,

drawn 7.

THE JAPANESE CRUISERS IN FRANCE.

LONDON, July 28th.

Admiral Ijima and his fellow officers have left Paris for Brest, after several days exchange of courtesies.

THE SOAP MAKERS AND THE ASSOCIATED PRESS.

LONDON, July 28th.

Messrs. Watson & Sons, Soapmakers of Leeds, announce that their libel action against the Associated Newspapers have been settled. They receive the heaviest damages, and a member of the firm informed the *Daily Chronicle* that they exceed those of Messrs. Lever & Bros by £50,000. The Associated papers also publish apologies.

CONEY ISLAND BURNED.

LONDON, July 28th.

One third of Coney Island, New York's famous play ground, has been entirely burned. The occupants of twenty hotels escaped in their night clothes. Twenty-seven firemen were injured.

THE GERMAN EMPEROR.

A VISIT TO WINDSOR.

It may now be considered as certain as anything in the region of international politics can be that the German Emperor will pay a visit to England in the course of the coming autumn. The report that his Majesty received an invitation from King Edward some days ago was perfectly correct. It is also the case that the British Sovereign's letter to his Imperial nephew was couched in terms of marked cordiality. The statement that the Emperor was asked to participate in the events of Cowes week was, however, beside the mark, as the invitation was a sojourn at Windsor Castle, and he month mentioned was November.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

NAVAL GUNNERY.

LONDON, July 30th.

The China Squadron has won the Gunlayers' test.

MERCANTILE MARINE APPEAL CASE.

LONDON, July 30th.

The House of Lords has given judgment in favour of the seamen of the s.s. *Franklyn*.

A NOTABLE MEETING.

LONDON, July 30th.

The Tsar and the Kaiser meet at Swinemunde on Saturday.

[REUTER'S SERVICE.]

DESTROYER IN COLLISION.

LONDON, July 28th.

The Destroyer *Waverley* has been rather badly damaged in collision of *Beachy Head* during night manoeuvres in connection with the mobilization of the Home Fleet.

BRITISH ARMY REFORM.

LONDON, July 28th.

A Committee of enquiry, including many Labour Members of Parliament, will go to Switzerland in September to study the working of the military system in relation to employment and industrial conditions.

THE CHINESE IN THE TRANSVAAL.

LONDON, July 28th.

The Chinese coolies in a number of the Rand mines have petitioned against being repatriated, pointing out that their contracts entitle them to a renewal of their engagements.

THE PEKING TO PARIS MOTOR RACE.

LONDON, July 28th.

Prince Borghese took 47 days to accomplish his journey from Peking to Moscow. The Italian colony in Moscow are feting the Prince.

MILITARY BALLOON ACCIDENT.

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a prolonged examination of the cases would have been necessary in order to see whether the defendant's argument took his case out of the authorities. But the question is really narrowed to this: are there any facts in this case which take it out of the application of the Privy Council's decision in "Lodder v. Slowey"?

I must first however refer to "Ranger v. Great Western Railway" where this claim of the plaintiff was put forward as a plea in a bill in equity. There had been an alleged wrongful detention of the contractor as in this case, and he sought "to pass by the contract altogether, and in respect of the tortious possession to dismember set aside the contract and to obtain the benefit of a quantum meruit, as if there had been no contract." Lord Brongham said "This is what we cannot do and what the Court of Chancery could not do: the appellant must be left on that ground to his action at law." The Lord Chancellor's judgment however seems to go much further for to define what the appellants' legal rights were in the same way as the learned Counsel for the defendants in this case. It is worthy of remark that neither "Cutter v. Powell" nor any of the cases then decided upon the strength of the doctrine now in question were cited in the argument in the House of Lords, in Ranger's case.

The court of Appeal in New Zealand, from whose decision the appeal came in "Lodder v. Slowey," thought that all that had been decided in Ranger's case was that the appellant had no claim to equitable relief. The agreement of the Privy Council with the conclusion of the Court of Appeal must include this or more would have been said about it for it was practically passed by the decision of the House of Lords; and further that adopted the principles deduced from "Cutter v. Powell," in Smith's Leading Cases, and I think the Privy Council agreed with this too: for the conclusion with which the Privy Council agreed begins with "accordingly."

I must take it therefore that the doctrine for which the plaintiff contends, based on the notes to "Cutter v. Powell," has received the approval of the Privy Council, and the only thing which remains for me to do is to see whether there are any circumstances which differentiate this case from the facts in "Lodder v. Slowey." Mr. Pollock in order to show the difference between that case and this, dwelt on the fact that the jury had found that the principals themselves were responsible for the lack of expedition which was the reason for the plaintiff's wrong judgment: that they had unreasonably put forward as the ground for turning the plaintiff off, his lack of expedition: and that the case turned not on the actual fact of turning off, but on the case alleged for the turning off. The case requires very careful reading on account of the confusion of the parties: the Borough Council and the appellants collectively, and Ward stand in the place of the defendants and Mr. Danby, the respondent is of course the plaintiff in this case. Lord Davy says at the end of the judgment "a party to a contract for execution of works cannot justify the exercise of a power of re-entry and seizure of the works in progress when the alleged default or delay of the contractor has been brought about by the acts or default of the party himself or his agent ("Robert v. Bury," Improvement commissioners). That is to say what the party to the contract in that case did was wrong, and as it amounted to an improper seizure of the works, that is to say to a wrongful termination of the contract; the measure of damages, or (more accurately) the right of the respondent was to treat the contract as at an end, sue for work and labour done, instead of suing for damages for breach of contract—the doctrine which has been reared on the decision of "Cutter v. Powell."

Here there has been a finding that the termination of the contract for quite other reasons than in the New Zealand case was wrongful, but the measure of the damages, or (more accurately) the right of the respondent with regard to the contract must be the same, for according to that decision that is the full extent of the remedy for a wrongful termination of the contract. I am therefore of opinion that the letter from plaintiff to defendants of 7th February was in fact written in the exercise of the option which the wrongful act of the defendants by their agents gave him, either to treat the contract as an end and sue on a quantum meruit, or to sue for damages for breach of the contract, in favour of the first alternative.

I must therefore answer the question in the special case in the following way:

The letter of the plaintiff's solicitor to the defendants of the 7th February 1907 had the effect of rescinding the contract between the plaintiffs and defendants referred to in that letter as from the date of such contract.

If the plaintiff does not succeed on the quantum meruit then this special case need not have been argued. The costs of the special case must therefore abide the event and the costs in the cause.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

AN ABERDEEN REFORMER.

Action was brought by Cheung Chan, trading as the Kwong Wo firm, grocer, to recover the sum of \$37.78 from the Wing Fat firm and Li Ping-nam and others, partners in the said firm, due for goods sold and delivered.

Mr. R. Harding appeared for the plaintiffs. Mr. P. W. Goldring (Messrs. Goldring and Barlow) for the first defendant, and Mr. F. X. d'Almeida e Castro for the third.

Plaintiff told the Court he kept a grocery shop at Aberdeen. In the fourth month of this year the defendants were introduced to him by a man who said they had a contract to build a retaining wall and asked him to supply

them with provisions on credit. Plaintiff agreed and gave the defendants some books, in which were entered the provisions supplied. When the amount owing amounted to \$77.78 plaintiff applied for payment and received \$20 on account. Later he made application for another payment and was informed by his debtors that if he bothered them further they would add a beating to the next payment.

Plaintiff was questioned by the Court regarding certain entries in his books, and when he had explained his method of book-keeping.

His Lordship remarked pitifully the half books in the ordinary Chinese way, the latter half he kept in the English fashion.

Plaintiff said it was because there were so many customers that he had resorted to the foreign style of keeping his books.

The first defendant, Li Ping-nam, claimed to be the owner of the Wing Fat firm, in which there were no other partners. He had had no dealings with plaintiff.

After hearing further evidence his Lordship allowed judgment and costs against the defendant firm and Li Ping-nam, and judgment for the third and fourth defendants.

AN ACTION WITHDRAWN.

Two of the defendants in the previous suit, Li Ki and Li Hung, brought action against the former plaintiff claiming \$500 for wrongful arrest.

Inspector Dymond was called and stated that he sent for the plaintiff in this action, but at no time were they under arrest.

Mr. Almads, who appeared for them, here intimated that he wished to withdraw, and plaintiffs were called up and asked if they wished to proceed. They did, but on his Lordship informing them that it would mean more costs against them, and immediate execution, they decided to let the matter drop.

AN OCEAN TRAGEDY.

When the coolie ship *Heliopolis* left Durban she had on board some 1000 Chinese of different classes who had earned more money in the South African mines in a few years than they might have saved in a lifetime in China. To while away the dreary days of the passage home these men turned to their national pastime—gambling, and strange to say the losers did not bear their losses with the equanimity generally associated with the Chinese gambler. The majority of the Chinese on board were northerners, there being only a small number of Cantonese. As it happened, luck in the game of chance went against the men from the north, and they promptly accused the Cantonese of cheating. The accusation, naturally, was resented, the upshot being a serious faction fight in which three coolies were killed and many injured. The Cantonese began the attack, a northerner being heavily thrown to the deck and seriously injured. Then, to the consternation of the officers of the ship, who were attracted on deck by the noise, a mass of northerns men charged the Cantonese, a number on both sides being armed with knives. There was soon a fracas on board such as has not probably been witnessed since the old pirate days, and the desperate Chinese could only be dispersed when they found that the ship's officers, who covered them with revolvers, meant business. The wounded were then cared for by the doctor on board, and the ship arrived here on schedule time, a sharp lookout being kept for the remainder of the voyage to prevent further disturbances. The affair was reported to the Harbors Authority at Hongkong.

ELECTRIC LINE ON FIRE.

TERRIFYING STREET SCENE.

A terrifying spectacle demonstrated to New Yorkers on June 22nd the possibilities of destruction inherent in high-power currents for running electric trains. For some cause not yet explained, the current which drives the New York Central and Hudson River line short-circuited on the viaduct at 125th-street, charging the steel beams and columns of the elevated railway over a distance of half a mile with electricity enough to kill anyone coming in contact with them.

The catastrophe started with a deafening report, like that of a cannon. Gigantic flames leapt from the cable, darting upward and downward with lightning rapidity in each direction for the length of two streets, displaying in blinding flashes all the colours of the rainbow. A moment later streams of molten copper and iron poured down into the streets; heavy iron pipes, wires, and steel melted into a white-hot fluid, and if made of wax.

For half an hour the demoniac current raged unchecked, baptizing the pavements with liquid metal, and all the while a rapid succession of explosions, resembling the roar of a gatling gun, caused frenzied excitement. Panicstricken women shrieked and fainted; horses became utterly unnavigable, while the firemen stared helplessly, not daring to use their hoses lest the water should set a conductor and cause them to be electrocuted. The stream of molten metal in the streets grew in volume, lighting the wharves with a weird, terrifying glow.

When at length the current was turned off, as by magic the explosions ceased, the flames disappeared, and the glowing metal became dull.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 30th at 12.05 p.m.—Barometric changes are slight.

Pressure is highest over the Pacific to the S. of Japan. It is still low over the Lower Yangtze.

Light to moderate S.E. and S. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

S.E. winds, Hongkong & Neighbourhood light to moderate; showery. Formosa Channel ... Sameas No. 1. South coast of China between ... Same as No. 1. Hongkong and Lamnocks ... Same as No. 1. South coast of China between ... Sameas No. 1. Hongkong and Hainan ... Sameas No. 1.

PEACE CONFERENCE.

BELIGERENT MERCHANT SHIPPING. The Times' special correspondent at the Hague wrote on June 28.

The proceedings of the fourth committee this afternoon were of greater interest than anything which has yet taken place at the Conference. Their main features were an eloquent speech by Mr. Choate, first delegate of the United States, and some very shrewd and sagacious remarks by M. Nefiodoff, first Russian delegate and president of the whole Conference, who made a point of attending the committee. Mr. Choate's speech was on the question of the capture of the mercantile shipping of belligerents and in support of the official American proposal to the effect that "private property of all the signatory Powers except contraband of war will be exempt on the sea from capture or seizure by the armed vessels or military forces of the aforesaid Powers." Provided always this ordinance in no wise implies the inviolability of ships which attempt to enter ports blockaded by the naval forces of the Powers or the inviolability of the cargoes of these vessels." The Conference of 1899, after a speech from Mr. A. D. White, then first American delegate, in support of a similar motion, expressed the pious "wish" that the proposal should be handed on for examination by a future Conference.

As president of the committee M. de Martens observed to-day that the last Conference did not find the question ripe enough for decision. Mr. Choate, who largely reproduced Mr. White's reasoning and his appeals to humanity at the first Congress, was preceded by Mr. Ray Barbera, plenipotentiary of Brazil, who as the representative of the most conservative South American State, gave a pan-American support to the United States motion.

Mr. Choate's speech recapitulated the official American attitude from the time of Benjamin Franklin. Dealing with the British admission, he enumerated the views of eminent Englishmen, but unintentionally seemed to miss the point of John Stuart Mill's statements since Mill only criticized the British adhesion to the Declaration of Paris in 1858 on privateering, and argued that the logical consequence was the abolition of capture. Referring to Lord Palmerston's views, Mr. Choate admitted that they had changed between his favourable answer to the Manchester Chamber of Commerce and his reply to Cobden in the House of Commons.

After urging that neutrals had the greatest interest in having naval operations confined to proper limits, Mr. Choate maintained that just as privateering formerly more and more lost its significance in consequence of technical progress, so nowadays it could be said regarding the right of capture that "the game was not worth the candle." Finally, he intimated that Mr. Roosevelt attached such importance to the subject that he desired to elicit a vote of the Conference on the American proposal.

The chairman of the committee, M. de Martens, seemed about to put the proposal to the vote, when M. Nefiodoff, first Russian delegate and president of the whole Conference, intervened with a weighty speech. He said that he was touched by the American delegate's humanitarian sentiment, but could not help thinking that there was another side to the subject. The question must be considered in all its bearings, and one of these was that the mercantile world's dread of Eliot to their hearts' content.

In the neighbourhood of Limehouse alone there are at least eleven Chinese boarding-houses where the opium pipe is a recognized institution, and from which the fumes of opium are sold or never absent.

It is estimated that about 5000 Chinamen visit the port of London in the course of a year, and the number increases year by year. They are mostly sailors employed on the big steamers. They serve as firemen and seamen, cooks, stewards, and carpenters.

Nones are discharged in London for all British steamers are under an obligation to return the Chinaman to the port at which they were engaged. These men, consequently, are only casual visitors to the opium dens, and live, for the most part, on board ship.

Continental steamship companies recognize no such obligation, and are apt to turn Chinamen adrift in Europe. When discharged at Bremen, Hamburg, or any other Continental port, these men a most invariable make for London, in the hope of finding employment.

Here, then, is a clientele ready for the Chinese boarding-house proprietor. According to the estimates of Chinaman, himself resident in East London of the 50,000 Chinaman in and out of London 20 per cent. are opium smokers. This accounts for a thousand opium smokers in London alone, whose craving is supplied by the British Government.

It can easily be imagined, moreover, how strong may be the temptation thus placed in the way of Chinamen who are unfettered by the opium vice. These men at present hold the highest character.

Englishmen have quite as absurd a notion about Chinaman," said a great authority upon London Chinatown to one of our representatives, "as that held by Chinamen regarding the English."

"These men are steady, sober, good workers. That is why they are so largely employed on British ships. If any of them are opium smokers they are not heavy smokers. Heavy smokers become incapacitated for work, and as they are all selected from Hongkong or other Chinese ports, only the healthy, young, vigorous are chosen. A confirmed opium-smoker would easily be known and rejected."

Most of the Limehouse opium dens are ordinary small almanac tenements. In the front is the shop, with a more or less meagre selection of the upper floors that the close rooms are free to reclining figures and the poppy-juice. Each house has its matted gambling bench.

The police take no action. But as the physical effects of the vice undoubtedly are, opium-smoking gives the police but little trouble. The effects are languorous and insidious, not sudden and insatiable. Opium causes the Chinaman to remain indoors quickly where spirits would lead to open violence.

The dangers and horrors of the opium den are a familiar tale. What is unpleasantly new and curious is to find British Government, intent on the motto in China's eye and indifferent to the beam in its own, preventing at India's expense the traffic in opium abroad, and taking no further steps to control or restrict the traffic at home. Yet the sources of supply and the methods of the traffic should be well within the control of the existing law and of police supervision, and action would seem to be a matter both of convenience and expediency.—*Ex.*

(4) When shall the international Prize Court intervene? Shall it be seized of the cases from the date when the national tribunals of first instance shall have given their verdict on the validity of the capture, or must it wait until the final verdict shall have been pronounced in the country of the captor?

(5) Shall the international Court be a permanent institution, or is it only to be constituted on every occasion of the outbreak of war?

(6) Permanent, or temporary, of what elements is it to be composed? Is it to consist only of legal experts (*i.e.* economists) nominated by the nations who have a mercantile marine of definite strength, or is it to be composed of admirals and lawyers who are members of The Hague permanent Court of Arbitration, and are nominated by the belligerents and by some of the neutral Powers? Will it be desirable to exclude Judges of the nationality of the parties interested in any given case in dispute?

(7) What legal principles should be applied by the high international Court?

(8) Will it be expedient to regulate the order and mode of taking evidence before the Court?

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Charmant, Latif Charmant and Special Skin Tonic and Fonda Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

664.

CHINA IN LONDON.

The opium dens have closed in Shanghai and a movement is on foot to prohibit the use of the pernicious drug on board steamers frequented by Chinese.

It would not be a bad idea, if England—who sends so many devoted men and women as missionaries to China, and is really glad that this curse of the Chinese race is to be stamped out—were to suppress the opium dens in her own land. We have them here in London, near the docks, places with as evil records as any in China. The terror and hostility with which the appearance of a stranger is hailed suggests that these dens are run in defiance of the law. If that be so, it is passing strange that the police do not take action.

For these are institutions of old standing.

Chinese sailors come into the docks and find their way to these holes, gamble away their wages in a night, then go to a poisonous little room aloft, and, with pipe and opium, smoke away the memory of their losses. A man who knows foreign London as well as most of us know Fleet-street once smuggled the writer into one of these holes. The one visit sufficed for the writer. The other went again and again—to see the life. His visits were dramatically terminated. Received in time without question, he entered a room in a den unannounced. There he found two Americans—a man and his wife.

The former had fallen into a deep sleep with his pipe and opium beside him. The woman was barely conscious. Around her were a group

AUSTRALIAN WINES.

H. J. LINDEMANS

"CAWARRA"

CLARETS AND HOCKS.

PER CASE 12 BOTTLES	\$15.00
24-1/2 "	16.00

THE ABSOLUTE PURITY OF THESE WINES IS GUARANTEED.

SOLE AGENTS—

H. PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

36]

PORTEGUESE POLITICS.

Following are extracts from mail papers dated up to June 25th.

Last week's disturbances in Lisbon arose through the crowd which was brought together by the return from Oporto of Senhor Joao Franco, the Prime Minister. Persistent stone-throwing by the mob directed against the soldiers drawn up to keep order around the railway station led to some firing up in the air, followed by a few volleys aimed low. Two men were killed and some injured.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

NOTICE.

We have authorized Mr. MICHAEL JEBSEN to sign our Firm for Procurement, JEBSEN & CO., Hongkong, 31st July, 1907. 1279

PRELIMINARY ANNOUNCEMENT.

By Order of the Executors of the late EDMUND SHARP, Esq., deceased.

NOTICE TO CAPITALISTS AND INVESTORS.

Sale of Valuable House Property at Low Reserve. Offering Good Investments in a Good Locality.

PUBLIC AUCTION

A Large and Valuable LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong and being parts of Inland Lots 679 and 737 wherein are situated the houses known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13 FUK LUK LANE; Nos. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 130 THIRD STREET; Nos. 113, 115, 117, 118, 121, 123, 125 and 127 THIRD STREET; AND Nos. 1, 2, 3, 4, 5, 6, 7, 8, FUK SAU LANE; to be sold by

PUBLIC AUCTION, in lots or otherwise, as the Auctioneer shall declare on MONDAY,

the 19th day of August, 1907, at 3 o'clock P.M. at his Sales Rooms, in Duddell Street by

Mr. GEO. P. LAMMERT. Auctioneer. A Sale Plan may be seen at the Office of the Vendor's Solicitors.

Further and full particulars will be advertised shortly and may be obtained from the Auctioneer or from

Messrs. JOHNSTON STOKES & MASTER, 8, Des Voeux Road Central, Vendor's Solicitors.

Hongkong, 31st July, 1907. 1281



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. Taking cargo at through rates to the BALKANS, RED SEA, BEAUFORT, LEVANT, VENICE AND ADRIATIC PORTS.

THE Company's Steamship "AUSTRIA" Captain Biller will be despatched as above on or about the 30th August.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & CO.

Agents.

Hongkong, 31st July, 1907. 3

NORDDEUTSCHE LLOYD, BREVEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ REJENT LUITPOLD," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 30th inst., at 10 A.M.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 9.30 A.M.

All claims must reach us before the 10th August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO.

Agents.

Hongkong, 30th July, 1907. 5

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship "HAB BURG," Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before TUESDAY.

Any cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th August at 3 P.M.

No fire insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th July, 1907. 1278

NEW ADVERTISEMENT

A LING & CO., 19, QUEEN'S ROAD CENTRAL (Next to Messrs. KUHN & KOMO).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. 778-1280



THEATRE ROYAL, HONGKONG. FOR A SHORT SEASON ONLY.

COMMENCING: TO NIGHT (WEDNESDAY), JULY 31ST.

"BERIL" NO. 1, GARDEN ROAD, KOWLOON. Containing 8 Rooms and Garden. Possession 1st June, 1907.

Apply to: H. M. H. NEMAZEE. Hongkong, 23rd May, 1907. 922

TO MORROW (THURSDAY), August 1st: For the First Time in Hongkong, THE GREAT BRITISH MUSICAL COMEDY, "THE BLUE MOON," as played for 3 years at the Lyric Theatre London.

FRIDAY, August 2nd: For the First Time in Hongkong, THE BRILLIANT MUSICAL COMEDY, "THE GIRL BEHIND THE COUNTER," which ran 1,000 nights at Wyndham's Theatre London.

SATURDAY, August 3rd: Leslie Stover's Masterpiece, "FLORODORA."

MONDAY, August 5th: THE SO-CALLED FUNNY MUSICAL COMEDY, "THE EARL AND THE GIRL."

TUESDAY, August 6th: For the First Time in Hongkong, THE GREAT JAPANESE COMIC OPERA, "THE WHITE CHERYLTHUMEM."

WEDNESDAY, August 7th: Farewell Performance. THE BRILLIANT SUCCESSFUL MUSICAL COMEDY, "A CHINESE HONEYMOON," which ran for 3 years at the Strand Theatre London.

PRICES OF ADMISSION: \$3, \$2 and \$1. Seats now on Sale at S. MOUTBIE AND COMPANY, LIMITED.

Commencing at 9 P.M. sharp. Hongkong, 24th July, 1907. 1247

PUBLIC COMPANIES

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907 of FOUR DOLLARS per Share.

Dividend Warrant may be obtained on application at the Office of the Company on and after FRIDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd instant to 1st proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD. General Agents. Hongkong, 28th July, 1907. 1260

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 22nd July, 1907. 1235

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

IT IS HEREBY GIVEN that the Certificate No. N.S. 42°0, dated Hongkong 9th July, 1907 for Ten Shares of this Bank numbered 14,823 to 14,832 inclusive registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4,250 will be thereto treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. H. M. SMITH, Chief Manager. Hongkong, 13th July, 1907. 1210

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Building, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors, THOS. I. BOSE, Secretary. Hongkong, 30th July, 1907. 1276

TO LET

TO LET.

NO. 2, MACDONNELL ROAD. Apply to: COMPRODORÉ'S DEPARTMENT, Nippon Yuden Kalleha, Hongkong, 3rd June, 1907. [97]

OFFICES in ALEXANDRA BUILDINGS. Apply—

A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. [800]

TO LET.

NO. 1, WEST END TERRACE, Shamen, Canton. Apply to: HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1907. [91]

TO LET.

"BERIL" NO. 1, GARDEN ROAD, Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907.

Apply to: H. M. H. NEMAZEE. Hongkong, 23rd May, 1907. 922

TO LET.

NOS. 3 & 5, CARNAVON VILLAS, Kowloon. Apply to: HEWAN & Co., No. 15, Connaught Road, West. Hongkong, 1st May, 1907. 324

TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS. Apply to: REUTER, BROEKELMANN & CO. Hongkong, 23rd April, 1907. 795

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point. Apply to: JARDINE MATHESON & CO., LTD. Hongkong, 24th June, 1907. 1104

TO LET.

NO. 1, 2, BEACONFIELD ARCADE, Prince's Building. Apply to: REUTER, BROEKELMANN & CO., LTD. Hongkong, 27th June, 1907. 1126

TO LET.

N. 28, LEIGHTON HILL ROAD. Immediate Possession. Apply to: THE COMPRODORÉ, Nippon Yuden Kalleha, Hongkong, 10th July, 1907. 1197

TO LET.

3 STORIED GODOWN No. 127, Wan Chai Road. Apply to: REUTER, BROEKELMANN & CO., LTD. Hongkong, 27th June, 1907. 1126

TO LET.

N. 28, LEIGHTON HILL ROAD. Immediate Possession. Apply to: DAVID SASOON & CO. LTD. Hongkong, 24th May, 1907. 821

TO LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE— IN WANCHAI ROAD. GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square foot space, concrete floor, a stable for storage of any kind of merchandise.

Apply to: CARE OF "DAILY PRESS" OFFICE. Hongkong, 3rd May, 1907. 870

TO LET.

IMMEDIATE POSSESSION. NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET. Apply to: ARATOON V. APCAR & CO., 45, Wyndham Street. Hongkong, 2nd March, 1907. 491

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL. NO. 1, RIPON TERRACE, BONHAM ROAD. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.

NO. 1, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to: LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 11th July, 1907. 94

TO LET.

"STONHEVED" 35, Robinson Road. NO. 52, CAINE ROAD. NO. 26, 31 and 33, SEYMOUR ROAD. Apply to: CHATER & MODY. Victoria Building. Hongkong, 29th June, 1907. 1039

TO LET.

LARGE AND SPACIOUS GODOWNS, Nos. 9, 9a, 9b, 9c, 10, PRAYA EAST, formerly in the occupation of the Admiralty. Apply to: HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1907. 809

TO LET.

A HOUSE in KNUTSF

INTIMATIONS.

S. MOUTRIE & CO., LTD.

PIANOFORTE AND
MUSIC WAREHOUSE.

SOLE AGENTS

FOR

RACHEL, PLEYEL, ROSENKRANZ,
KEMMLER, HOOFF & HOOFF,
HOPKINSON, KOCH & KOR-
SELT.

PRICES FROM \$490.

The Latest GRAMOPHONES & RECORDS
always in stock.

SOLE AGENTS for the
GRAMOPHONE AND TYPEWRITER
CO., LTD.

S. MOUTRIE & CO., LTD.
York Building, Chater Road.

Hongkong, 13th April, 1907. 38-1

WANTED.

CHINESE Speaking Foreigner Must be
Smart and Reliable. State age, ex-
perience, Nationality and Salary.
"INTERPRETER"
Care of "Daily Press" Office.
Hongkong, 30th July, 1907. 1275

NOTICE.

WE beg to inform the Public that we are
selling
TINTO... at \$3.75 per dozen.
BRANCO... \$4.75

through MESSRS. H. RUTTONJEE & SON,
Hongkong, who will also supply you with our
Price List for choicest Portuguese Wines.

FRANCISCO DOS SANTOS FERREIRA & CIA.
Macao, 26th July, 1907. 1266

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an Infantry
Company with a Detachment of
Cyclists. All who are desirous of joining
are requested to apply personally at the
VOLUNTEER HEADQUARTERS, morning or
afternoon.

A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.
Hongkong, 27th July, 1907. 1265

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED
have always in stock a supply of the
above in all sizes. Prices may be obtained on
application.

Hongkong, 26th July, 1907. 1258

COGNAC.

MESRS. JERJEEHOY & CO., 25,
Hollywood Road, beg to inform their
Customers and the General Public that they
now have on Sale the following brands of
COGNAC which are patronised by couni-
seurs throughout Indo-China:

Per case 1 doz. bottles.
BOUTILLIER, G. BIANCO & Co's \$25.00
FELT TILAC & Co's 16.50
GEORGE ROZEAN & Co's 14.50
Hongkong, 1st July, 1907. 1152

KUNG YIK GODOWNS.

NOTICE IS HEREBY GIVEN that the
Golowas, Nos. 171 to 178, SHAIK
TONG TSU, Praya West, on (M. Lot Nos.
204 to 205), formerly known as the Po On
Godown, the lease for which having
expired have been taken possession of by
the Landlord, and business will be here-
after continued under the name of the
KUNG YIK GODOWNS. The owners
are prepared to accept goods on storage at
very moderate rates and avail of the
opportunity to give notice that loans at
most favourable rates of interest may be
obtained from the Undersigned against
goods stored in the KUNG YIK GODOWNS.

The KUNG YIK GODOWNS, Agents.
The SAM WANG LAND INVESTMENT LOAN
AND AGENCY COMPANY, LTD.
SAM WANG & CO., LTD.,
TELEPHONE: No. 321.
ADDRESS: 81, Queen's Road Central.
Ü FUK CHI,
Managing Director.
Hongkong, 3rd July, 1907. 1167

FRENCH LESSONS.

FRENCH TAUGHT entirely by Con-
versation and without translation by a
Frenchman (a Teacher in Government Schools) and
ENGLISH LESSONS by an English
Lady.

Apply by letter to— B. R.
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 918



KEATING'S
WORM
TABLETS.

Proprietor, THOMAS KEATING, London.

95

INSURANCES

NORTH BRITISH AND MECAN-
TILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1906
£17,637,119.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, £2,750,000
PAID-UP CAPITAL 837,500 9 8
II. FIRM FUNDS 3,886,220 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & CO.
Hongkong, 13th August 1906. 29

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 114

FOR SALE

FOR SALE

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY Situate at
CANYON near the Hongkong, Canton and
Macao Steamboat Company's Wharf and facing
the river. The lots contain by admeasurement
50 "change" or thereabouts. Title Deeds can
be seen at the Office of the Undersigned.

For further particulars apply to
GOLDRING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 22nd May, 1907. 970

COLLECTIONS OF
USED POSTAGE STAMPS
IN PACKETS.

ASiATIC STAMPS. MIXED STAMPS.
100 for \$0.50 500 for \$3.00
150 " 1.75 1000 " 10.00
200 " 3.50 1500 " 25.00
230 " 5.75 2000 " 35.00
275 " 9.00 3000 " 95.00

Also Stamps in bags, sets, &c. &c.
ARTISTIC PICTORIAL POSTCARDS
& all other Philatelic Goods. Inspection invited.

GRACA & CO.,
1145 Hongkong Hotel Corridor.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRRA-RIBEIRO,
Auctioneer. Consignments solicited. Account
Sales rendered and settlement effected
promptly. No. 84, Queen's Road
Central, Hongkong.

BOOKBINDING.

DAILY PRESS' OFFICE.
The only office in China having European
taught workmen equal to Home
work.

IRON MERCHANTS.

BINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongery. Pig Iron and Foundry
Coke Importers. General Store-
keepers and Commission Agents.
35 & 37, Hing Loong Street
(1st Street West of Central
Market.) Telephone No. 515.

PHOTOGRAPHER.

M. MUMNEY, JAPANESE ARTIST.
Brocade and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

Good Panorama. Views of Hongkong,
recently taken, on sale.

PRINTING.

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

TYPEWRITERS.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned,
Repaired, Overhauled. Charges moderate.
1st of the Hongkong Typewriting
Bureau, 84, Queen's Road Central
(First-floor).

DR. M. H. CHAUN,

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 505

S I E N T I N G.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 481

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
W.M. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

MAIL TABLES
FOR 1907.

Shows the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20
On Sale at the Hongkong Daily Press Office.
Hongkong, 26th January, 1907.

JOHN WHITE'S HALF-YEARLY
SHIPPING REVIEW.

23a, Great St. Helen's, London, E.C., 1st
July, 1907.

It was an old saying, but never more true
than of late, that the metal market is a reliable
barometer of trade. During the past two years
this market has been advancing, and trade in
all parts of the world has exceeded all previous
records. This enormous trade has only been
possible by the means of transit supplied by
shipping, but it is unfortunately the fact that
shipping has been the industry that has least
benefited by this activity. This practical lesson
ought to impress itself upon shipowners, who
appear to have been slow to realise the fact that
over supply of tonnage and want of cohesion in
fixing freight have prevented their reaping
the benefit they should have derived from the
great volume of trade that has been passing.

The year commenced with shipbuilders better
employed than they are today, there have been
few orders given during the past six months
for ordinary cargo steamers. The high price
of material causes builders to require prices on
contracts that owners of cargo steamers cannot
follow. It will take long to approach equalising
supply and demand in tonnage, but the cessation
of orders is all in the right direction. The
Contracts of the half-year have been mostly for
regular liners, specialities such as oil carriers and
important orders from foreign liner owners.
The liner is now encroaching as much into the
tramp steamer's trade, by taking cargo from
several ports in more than one port of discharge,
that the addition of new tonnage cannot
be viewed in the same light as in the past, but
is becoming a serious competition in market
freights.

It is not very useful for comparison to give
the half-year details of production, tonnage
building, etc., as such are to a great extent
carrying forward of orders given in the
previous year. Such statistics are therefore
deferred to my report issued at the beginning of
the New Year.

Prices of ready steamers, new and second-hand,
are practically the same as at the end of last year.
The poor rates of freight current, increased
cost of coal, high wages of seamen and
of labour discourage buyers and make sales more
difficult.

Steel ship plates are now £7 10s. per ton,
which was the price at the end of last year,
although in January a little more was demanded.
Probably the mark is a little firmer to-day
than it was in December last. The high price
does not arise from shipbuilding orders but from
the demand from abroad, especially America,
and also from raw material in consequence
of the active trade in railway and building plant.

Coal has been high throughout the half-year,
best steam coal in Wales touched 20s. in
February, and is now 19s., and in the Tyne has
advanced from 12s. 6d. in January to 14s. 6d.
now current. The prices of coal are high also
in New South Wales, India and all former
stations, and exceptionally high on the West
Coast of America.

Labour troubles have been numerous more
especially abroad since the commencement of
the year continuing the bad record of the
previous year. Strikes provide undesirable
employment for steamers by causing delay in
loading and discharging although minimising
the over supply of tonnage, but the injury to
trade generally and to the workmen themselves is incalculable. There have been strikes
of labourers at New York, which, it is stated,
caused some of the regular liners to have to
bring cargo back to England and the Coast-
land, being unable to discharge such in time
for the steamers to sail on their advertised
dates. This strike after many weeks ended as
usual in the man returning to work on the
old terms. Strikes of officers and seamen of
German steamers, of workmen in German
shipbuilding yards, of stevedores in Hamburg,
the latter necessitated men to be sent
from England—of seamen in French ships
and also Italian steamers—Dock labourers at
Trieste and Rotterdam—Coal labourers at Port
Said—Vailivemen and other labourers in South
America. At home the Engineers' demand
for an increase in wages appears likely to be
withdrawn. It is to be hoped for the men
they will be content with their present
good earnings, for it seems impossible for
employers in the present state of trade and
the very moderate prospect of new orders to
concede and increase.

Combinations continue to extend amongst
shipbuilding and shipowning concerns. The
combining of interest of Messrs. Harland and
Wolff, Limited, of Belfast, and Messrs. John
Brown and Co., Limited, of Clydebank and
Sheffield, etc., will doubtless be comprehensive
of every feature of complete shipbuilding,
either of merchant ships or armoured warships.
In shipowning, combinations have been made by
owners of British liner tonnage, and the same
has been adopted amongst German Companies
and by American Companies principally engaged
in local services.

Since the commencement of the year the
freight war between British Companies and a
German Company trading with India has
terminated. During the half year a Shipping
Conference between the representatives of the
United Kingdom, Australia and New Zealand
has been held in London, and so far as can be
judged, does not appear to have resulted in any
arrangement that will make the Colonial trade
more attractive to British shipowners. At this
Conference one of the Colonial representatives
and our Chancellor of the Exchequer suggested
the removing or the reducing of the Suez Canal
duty to be an object worth aiming at. This
question should certainly be aimed at very
straight, the dues being such a heavy burden.

In my report of 1st January, 1906, the following
remarks are made on this question: "It is an
International question that deserves attention,
whether such a highway having repaid its cost
with liberal interest, should continue to be a
Joint Stock 25 per cent. profit-sharing enter-
prise or follow the rule with all highways,
and become free of toll, subject to provision for
expenses of upkeep."

The half-year has witnessed the passing by
our Parliament of an Act to include Seamen
under the Workmen's Compensation Act entail-
ing an additional heavy charge on British vessels,
and thus increasing the disadvantage our ships
under way compared with foreign vessels.
Increased expense of working our ships has
also been added by an amendment of the Merchant
Shipping Act, involving fastidious' burdens in
regard to provisioning of crews.

Freights. The half-year opened better than
it closed, and outward rates have advanced in
consequence mainly of the decrease in homeward
rates and also influenced by great delays in
discharging abroad. Detention has arisen at
our coal ports by the facilities for loading being
inadequate for the much greater length of
modern steamers. With the exception of a rapid
rise in freights from River Plate at the end of
January, which appeared to come as a great
surprise, and continued firm for two months
since which they have dropped to 12s. 6d. (per
ton), there has not been any market of special
feature. Eastern homeward rates have been
the most consistent, improving a little the first
three months, and are now about the same
as at the end of last year when they were
considered fair, but increased cost of coal is
a serious item on these voyages. A consti-

durable business has continued out to West
Coast of America, but labour charges on the
Coast are very heavy, delays long, and
homeward employment nominal. American,
also Black Sea, markets homewards have been
very low throughout the half-year. Baltic
outward and homeward freights have been a
little better than the previous year. The coal
trade from Tyne and Wales to the Continent
has been very active, and sizes of steamers
employed largely increased, steamers up to
7,000 tons being engaged from the Tyne to the
Continent.

Although the shipping transactions of the
half year have been numerous, there has not
been anything remarkable, and a decided
improvement will be necessary in the next
months to make the year at all satisfactory to
shipbuilders and shipowners.

RUSSIA AND JAPAN.

TERMS OF THE FISHERY AGREEMENT.

It is understood that the terms of a general
treaty between Russia and Japan, as well as
the specific conventions regarding commerce and the<br

SHIPPING.

ARRIVALS.

CHINTE, British steamer, 1,450. W. B. Brown, 30th July. Yokohama via Kobe and Kuchiroku, 26th July. General—Butterfield & Swire.
CANTON, Norwegian str., 4,073. M. Filler, 30th July—Hamburg, 20th June. General—Hamburg-Amerika Line.
HAITI, British str., 1,183. S. J. Roach, 30th July—Coast Ports, 19th July. General—Douglas Lopak & Co.
HIROSHIMA MARU, Japanese str., 8,035. H. Moller, 20th July—Singapore, 24th July. General—Nippon Yusen Kaisha.
HONGKONG, French str., 739. E. Carel, 30th July—Haiphong and Hoihow, 29th July. Rice, General and Pigs—R. Marti.
KOKONO, British str., 386. E. Finlayson, 30th July—Cebu & Iloilo, 26th July. Sugar—Battaford & Swire.
MATHILDE, German str., 821. N. Schneemann, 30th July—Swatow, 29th July. General—Jensen & Co.
NIKKAI MARU, Japanese str., 1,014. W. Nakagawa, 28th July—Hongkong, 26th July. Coal—A. Bunn.
PROFESSOR, Norwegian str., 1,025. Kaldorup, 29th July—Bangkok, 23rd July. Rice and Timber—Asgaard, Thorsen & Co.
R. LUDWIG, German str., 6,288. H. Kitchener, 29th July—Hamburg, 26th June. Mail and Singapore, 25th July. Mails and General—Molchers & Co.
SEIKO MARU, Japanese str., 928. G. Nakao, 30th July—Foochow, 27th July—Osaka. Shōsen Kaisha.
SKUCNSTAD, Norwegian str., 860. O. Hanssen, 30th July—Saigon, 26th July. Rice and Flour—Asgaard, Thorsen & Co.
TAISHUN, Chinese str., 3,510. II. Dobron, 29th July—Shanghai, 26th July. General—Carlowitz & Co.
ZAFIRO, British str., 1,618. A. Fraser, 30th July—Manila, 27th July. General—Shawson, Tomes & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
30th July.

Hajah, British str., for Hoihow.
Matchison, British str., for Singapore.
Nakai Maru, Japanese str., for Canton.
Secto, German str., for Saigon.
Taytor, British str., for Yokohama.
Trionph, German str., for Haiphong.

DEPARTURES

30th July.
BORNEO, German str., for Kudat.
CHONTAL, German str., for Swatow.
HADIAN, French str., for Hefew.
HYMPAL, Norwegian str., for Saigon.
KIANG HING, Chinese str., for Haiphong.
LANDRAT SCHIEFFE, German str., for Canton.
LIU-SHENG, British str., for Singapore.
MARCELLUS, German str., for Shanghai.
MICHAEL JESSEN, German str., for Canton.
P. R. LUDWIG, German str., for Shanghai.
SIGNAL, German str., for Swatow.
TAMING, British str., for Manila.
WEK, German str., for Shanghai.

SHIPPING REPORTS

The French str. *Hongkong* reports: Fine weather light Northerly breeze.
The British str. *Chingay* reports: Light winds, fine clear weather throughout.
The British str. *Kaitong* reports: Fine weather with moderate and light S. W. and Southerly winds, throughout.

VESSELS IN DOCK

July 30th.
AKADEEMEN DOCKS.—
KOWLOON DOCKS—Vigilant, Local, Chingay,
COLONIAL DOCKS—Anthony.

VESSELS ON THE BERTH

DAMMFSCHIFFS-RHEEDERIE UNION
ACTIEN-GESellschaft
FOR NEW YORK.
With Liberty to Call at the Malabar Coast.

THE Steamship

"VERONA," Captain Diakov, will be despatched for the above Port on or about the 29th July, 1907.
For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 30th July, 1907. 1198

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN," Captain J. S. Roth, will be despatched for the above Port on or about the 29th July, 1907.
For Freight or Passage apply to DOUGLAS LARAIK & Co., General Managers.

Hongkong, 29th July, 1907. 1271

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kanbo and Yokohama.) With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail
"GLENFARG" ... 3,500 Mid. of Aug.
"KANATO MARU" ... 6,100 End of Sept.
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager, York Building.
Hongkong, 30th July, 1907. 10

SOUTH AFRICAN LINE.
For DURBAN.

"HELIOPOLIS," Captain Martin, will be despatched for the above Port, on or about TUESDAY, the 20th August.
For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th July 1907. 1253

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "A." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 10th Aug., at Noon.
MARSEILLE, LONDON & ANTWERP	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 31st inst.
MARSEILLE, &c. VIA PORTS OF CALL	FRAUNSTR.	French str.	—	Mouton	MESSAGERIES MARITIMES	On 6th Aug., at 1 P.M.
COPENHAGEN & ST. PETERSBURG	TONKIN	Dan. str.	—	—	MELCHERS & CO.	Middle of September.
HAVRE & HAMBURG VIA STRAITS, &c.	SOTRUDNIK	Gor. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 20th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Gor. str.	k. w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 17th September.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON & C.	PRINZ LUDWIG	Gor. str.	k. w.	Woltemans	MELCHERS & CO.	To-day, at 6 P.M.
NAPLES, HAVRE & HAMBURG	FLAVONIA	Gor. str.	k. w.	von Döhren	HAMBURG-AMERIKA LINIE	On 7th August.
SCANDIA	SCANDIA	Gor. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 4th September.
HAMBURG	AESBURG	Gor. str.	k. w.	A. Bilafer	SANDER, WIEDEK & CO.	About 31st August.
AUSTRIA	AUSTRIA	Aust. str.	—	McDongale	GIBB, LIVINGSTON & CO.	About 20th August.
HELIOPOLIS	HELIOPOLIS	Brit. str.	—	Dobronz	ARNHOLD, KARBERG & CO.	About 29th inst.
NEW YORK	VELONA	Am. str.	—	—	CARLOWITZ & CO.	On 23rd Aug.
NEW YORK	ABELLOUR	Am. str.	—	—	SHEWAN, TOME & CO.	On 7th September.
BOSTON & NEW YORK	SATsuma	Brit. str.	—	DODWELL & CO., LTD.	—	On 14th September.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GHAZKE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 1st Aug., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 14th Aug., at Noon.
YICTORIA (B.C.) & TACOMA	MONTEAGLE	Brit. str.	—	E. V. Roberts	DODWELL & CO., LTD.	On 15th August.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	SHAWMUT	Am. str.	—	—	—	Middle of August.
AUSTRALIAN PORTS VIA MANILA	GLENNARD	Jap. str.	—	W. P. Baker	TOTO KISEN KAISHA	Middle of August.
ASIA	CHINGTU	Brit. str.	—	W. B. Brown	HAMBURG-AMERIKA LINIE	On 3rd Aug., at 4 P.M.
TSINGTAO, NAGASAKI & VLADIVOSTOCK	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	OSAKA SHOSEN KAISHA	On 15th Aug., at Noon.
SHANGHAI VIA SWATOW	TJILIWONG	Dut. str.	—	—	JARDINE, MATHESON & CO. LTD.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	CHONGMING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO. LTD.	On 2nd August.
SHANGHAI, NAGOYA & KOJI	KOWICCON	Brit. str.	—	—	—	To-morrow, at 4 P.M.
SHANGHAI, NAGOYA & KOJI	KWONGSAMO	Brit. str.	k. w.	—	—	On 2d Aug., at 3 P.M.
HAMBURG	FOOKSAM	Brit. str.	—	W. E. Sawyer	BUTTERFIELD & SWIRE	On 2d Aug., at 4 P.M.
MANILA	PAIMA	Brit. str.	—	G. W. Cockman, R.N.R.	—	About 2d August.
MANILA	POLYNESIAN	Fr. str.	—	P. & O. S. N. CO.	MESSAGERIES MARITIMES	On 6th Aug., at 10 A.M.
SHOSHU MARU	ZAFIRO	Jap. str.	—	G. H. C. Weston, R.N.R.	OSAKA SHOSEN KAISHA	About 8th August.
MAROMA	SCOTRUDNIK	Brit. str.	—	—	MELCHERS & CO.	Middle of August.
SLAVONIA	TRANQUEBAR	Brit. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 14th August.
KASHING	FOOCHOW	Brit. str.	—	T. W. Pickard	MELCHERS & CO.	End of August.
FUKUSHU MARU	TSAMSI	Jap. str.	—	T. Ito	BUTTERFIELD & SWIRE	On 2d Aug., at 4 P.M.
DAIJIN MARU	SWATOW & AMOY	Jap. str.	—	I. Sakurai	OSAKA SHOSEN KAISHA	On 7th Aug., at 9 A.M.
HAITAN	SWATOW & AMOY	Brit. str.	2 h.	J. S. Roach	—	On 4th Aug., at 10 A.M.
KUEIKEO	SWATOW & SHANGHAI	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YUCHOW	SWATOW & SHANGHAI	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	Today, at Noon.
KUDIANG	FOOCHOW	Brit. str.	—	H. A. Wavell	BUTTERFIELD & SWIRE	On 2d Aug., at 4 P.M.
ICHANG	FOOCHOW	Brit. str.	—	W. Lloyd Jones	BUTTERFIELD & SWIRE	On 3d Aug., at 4 P.M.
SEIKO MARU	FOOGHUNG	Jap. str.	—	G. Nakao	OSAKA SHOSEN KAISHA	On 4th Aug., at 4 P.M.
SINGAN	FOOGHUNG	Brit. str.	—	T. Arthur	JARDINE, MATHESON & CO. LTD.	On 4th Aug., at 4 P.M.
LOONGSANG	ZAFIRO	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	On 5th Aug., at 4 P.M.
ZAFIRO	TEAN	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO. LTD.	On 6th Aug., at 4 P.M.
RUBI	KUBI	Brit. str.	—	A. Fraser	SHEWAN, TOME & CO.	On 6th Aug., at 4 P.M.
KAIPO	KUTSANG	Brit. str.	—	A. Sommerville	BUTTERFIELD & SWIRE	On 7th Aug., at 4 P.M.
TJIBINI	ONSANG	Brit. str.	—	R. Almond	SHEWAN, TOME & CO.	On 8th Aug., at 4 P.M.
ONSANG	ONSANG	Brit. str.	—	Fitzroyson	BUTTERFIELD & SWIRE	On 10th Aug., at Noon.
			—	Bradley	JARDINE, MATHESON & CO. LTD.	On 11th Aug., at 4 P.M.
			—	H. Koops	JAVA-CHINA-JAPAN LINE	On 12th Aug., at 4 P.M.
			—	Rose Coro	JARDINE, MATHESON & CO. LTD.	On 13th Aug., at 4 P.M.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TO BAIL.
SHANGHAI VIA SWATOW "KWONGSAMO" Thursday, 1st Aug., 4 P.M.
FOOCHOW "FOOSHING" Friday, 2nd Aug., NOON.
SHANGHAI, YOKOI AMA, KOB & MOJI "FOOK SAMO" Friday, 2nd Aug., 3 P.M.
MANILA "LONGBANG" Friday, 2nd Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 3rd Aug., 3 P.M.
SAMARANG and SOURABAYA "NSANG" Saturday, 3rd Aug., 3 P.M.
TIENTSIN "CHEONGSHING" Tuesday, 6th Aug., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
Panam " 85. " 150
Calcutta " 165. " 250

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Hongkong, 31st July, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

For Freight or Passage apply to SHEWAN, TOME & CO., GENERAL MANAGER.

Hongkong, 31st July, 1907.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES, LONDON, and ANTWERP	NYANZA	About 31st July	Freight and Passage.
Capt. H. S. Bradshaw			
SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA	PALMA	About 2nd August	Freight only.
Capt. G. W. Cockman, R.N.R.			
SHANGHAI	MARMORA	About 8th August	Freight and Passage.
Capt. G. H. C. Weston, R.N.R.			
LONDON VIA USUAL PORTS	DELHI	Noon, 10th August	See Special Advertisement.
Capt. T. H. H. Hide, R.N.R.			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"KUEICHOW"	On 31st July, NOON.
SWATOW and SHANGHAI	"YOCHOW"	On 2nd Aug., 4 P.M.
NINGPO and SHANGHAI	"KASHING"	On 2nd Aug., 4 P.M.
CEBU and ILIOLO	"KAIFONG"	On 3rd Aug., 4 P.M.
MANILA, ZAMBANGA PORT, DAEWIN, THURSDAY ISLAND, COOK TOWN N., CAIRNS	"CHINGTU"	On 3rd August, 4 P.M.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SINGAN"	On 4th Aug., Daylight
HOIHOW, PAKHOU and HAIPHONG	"TEAN"	On 6th Aug., 4 P.M.
MANILA and SHANGHAI	"KIUKIANG"	On 6th Aug., 4 P.M.
SWATOW, AMOY & SHANGHAI	"ICHANG"	On 7th Aug., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE, AGENTS. 11

**NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"	Wednesday, 31st July, a.m. 6 P.M.
Capt. C. WOLTEMAN		
MANILA, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 15th August, at Noon.
Capt. W. von SENDEN		

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 31st July, 1907.

OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO'S S.S. LEAVING

FOOCHOW via SWATOW ("SEIKO MARU")	THURSDAY, 1st Aug., at 10 A.M.
Capt. G. NAKAO	
TAMSUI via SWATOW ("DALIN MARU")	SUNDAY, 4th Aug., at 10 A.M.
Capt. I. SAKURAI	
AMOY and AMOY	TUESDAY, 6th Aug., at 10 A.M.
Capt. M. NEMOTO	
SHANGHAI via SWATOW ("SHOSHIU MARU")	WEDNESDAY, 7th Aug., at 9 A.M.
Capt. T. ITO	
AMOY and AMOY	

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

Second Floor, No. 1, Queen's Buildings

Hongkong, 31st July, 1907.

F. ARIMA, Manager. 14

**CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.**
LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EXPRESS LINE," saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).
Tons LEAVE HONGKONG ARRIVE VANCOUVER

"EMPERESS OF INDIA"	6,000	THURSDAY, 1st Aug. ... 19th Aug.
"MONTEAGLE"	6,183	WEDNESDAY, 14th Aug. ... 7th Sept.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Aug. ... 16th Sept.
"TARTAR"	4,425	WEDNESDAY, 14th Sept. ... 5th Oct.
"EMPERESS OF CHINA"	6,000	THURSDAY, 28th Sept. ... 14th Oct.
"ATHENIAN"	3,882	WEDNESDAY, 9th Oct. ... 2nd Nov.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 232.

Intermediate on Steamers} 240, ... 242.

... and 1st Class Railways} 240, ... 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Write, Route, Handbook, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

6

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of July	JAVA PORTS	First half of Aug.
TJILIWONG	JAVA	First half of Aug.	JAVA PORTS	First half of Aug.
TJIMAH	JAPAN	Second half of Aug.	JAVA PORTS	Second half of Aug.
TJIBODAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	Second half of Sept.	JAVA PORTS	First half of Sept.
TJLATAP	JAPAN	Sept.	JAVA PORTS	Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 31st July, 1907.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

ON SALE.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA

SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS

INDIA, PHILIPPINES, BORNEO, &c.

WITH HIGH ADD. INCORPORATED

THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

FOR 1907.

THE FORTY-FIFTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is preceded by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c. &c.

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THE CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

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It is published at the Office of the Hongkong Daily Press, and can be had from all Advertisers sent through the principal Booksellers in Asia and through—

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GERMANY John Wiltz, 77 Steinstrasse, Hamburg.

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SYDNEY Messrs. Gordon & Jones.

MELBOURNE Messrs. Gordon & Jones.

Brisbane Messrs. Gordon & Jones.

CALCUTTA Messrs. Thacker, Spink & Co.

BOMBAY Times of India Office.</p

POST OFFICE NOTICE

The *Polynesian*, with the French mail of the 5th July, left Singapore on Monday, the 29th instant, at 8 a.m., and may be expected here on or about Monday the 5th August. This packet brings reply to letters despatched from Hongkong on the 1st June.

FOR

PER

DATE

Quang Chow Wan, Hoibow, Pakhoi and Haikou	Hue	Wednesday, 31st, 9:00 A.M.
Shanghai, Kobe and Yokohama	Habburg	Wednesday, 31st, 9:00 A.M.
Saigon	Taiwan	Wednesday, 31st, 10:00 A.M.
Swatow	Taiwan	Wednesday, 31st, 11:00 A.M.
Singapore, Colombo and Bombay	Kuching	Wednesday, 31st, 11:00 A.M.
Batavia, Chefoo and Tientsin	Kuching	Wednesday, 31st, 11:00 A.M.
Shanghai, Moji and Kobe	Kuching	Wednesday, 31st, 11:00 A.M.
Macao	Su Tai	Wednesday, 31st, 1:15 P.M.
Tsingtao and Newchwang	Dapaz	Wednesday, 31st, 3:00 P.M.
Saigon	Iwakishima Maru	Wednesday, 31st,

EUROPE, ASIA, INDIA AND TUTICORIN

PRINC. INDIA

SINGAPORE, HOIKAU, TONKIN AND QUINHON

TONGKING

MATTHILDE

HAIKOU, SHANGHAI, KOREA, YOKOHAMA AND SEATTLE

HONGKONG

SEIKO MARU

MINNEAPOLIS

MONTREAL

SU TAI

KUANGTSUNG

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(Supplementary mail on board up to the time fixed for departure of the mail)

Extra Postage 10 cents)

EXPRESS OF INDIA

FOUCHOW

MACAO

SHANGHAI, YOKOHAMA, KOBE, AND MEJI

MANILA

NIEPO AND SHANGHAI

SWATOW AND SHANGHAI

BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR

LYSEN'S "STAR BRAND" FINEST DUTCH CHEESE.

UNSURPASSED IN QUALITY.

TO BE HAD AT ALL THE STORES IN THE COLONY.

WHOLESALE AND RETAIL.

Sole Agents—

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

Hongkong, 29th July, 1907.

JOINT STOCK SHARE.

Hongkong, July 30th.

COMPANY.	P.A.T. UP.	QUOTATIONS.
Alibaham	Ps. 200	\$120.
Banks		\$185, x.n.i. sel. \$120, x.n.i. (415 paid up)
Benglong & Shai	£127	Ln. 280.16 Ln. 250. n. (215, paid up)
National B. of China	£10	£51.
Bell's Asbestos E. A.	12s. 6d.	£61, x.d.
China-Borneo Co.	£12	104 buyers
China Light & P. Co.	£10	64 buyers
China Provident	£10	£800, scellers
Cotton Mills—		
Ewo.	£1s. 5d.	£1s. 4d.
Hongkong	£10	111 sellers
International	£1s. 75	£1s. 52.
Lau Kong Shaw	£1s. 100	£1s. 9.4.
Socache	£1s. 500	£1s. 320.
Dairy Farm	£8	£15, buyers
Docks and Wharves—		
H. & W. Wharf & G.	£50	£77, sellers
H. & W. Dock	£50	£102, sellers
New Amoy Dock	£50	£111, sellers
Shanghai Dock	£100	Ts. 70.
Shai & H. Wharf	£100	£1s. 227.
Fenwick & Co., Geo.	£25	£174, sellers
Green Island Cement	£10	£11.4.
Hongkong & C. Gas.	£10	£175, buyers
Hongkong Electric	£10	£145, sellers
Hongkong Hotel Co.	£25	£118, sellers
Hongkong Ice Co.	£10	£24*, sellers
Hongkong Kope Co.	£10	£123, buyers
Insurance—		
Canton	£50	£270.
China Fire	£20	£8.
China Traders	£25	£10, buyers
Hongkong Fire	£50	£120, sellers
North China	£5	£16.75.
Union	£100	£776, sales
Yangtze	£60	£150, sellers
Land and Building—		
Hongkong Land Inv.	£100	£10, sellers
Humphrey's Estate	£10	£14, sellers
Kowloon Land & E.	£80	£87, sellers
Shanghai Land....	Ts. 50	Ts. 101.
West Point Building	£50	£50.
Mining—		
Charbonnages	Fr. 250	£48, buyers
Rubis	10/10	£6, sellers
Peak Tramways	£10	£14, x. new
Philippines Co.	£10	£11, (new) sel.
Refineries—		
China Sugar	£100	£10.
Luxon Sugar	£100	£21, sellers
Steamship Companies—		
China and Manilla	£25	£16.
Douglas & Sonnenship	£25	£14.
H. & C. & M. & C.	£15	£242, prof'd.
Indo-China S. N. Co.	£5	£1, £281 prof'd.
Shell Transport Co.	£21	47, sales
Star Ferry	£20	£20, sellers
D. New....	£5	£14.
South China M. Post	£25	£22.
Steam Laundry Co.	£5	£7.
Stones & Dispensaries	£10	£20, sellers
Campbell, M. & Co.	£10	£8, sellers
Powell & Co. Wm.	£10	£24.
Watkins	£10	£24.
Watson & Co. A. S.	£10	£11, sales & buy.
United Asbestos Co.	£24	£104, buyers
Do. Foundation	£10	£100.
Union Waterboat Co.	£10	£124.

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From July 31st to 6th August, 1907.

HIGH WATER.	LOW WATER.				
	Hongkong Mean Time.	Height	Hongkong Mean Time.	Height	
Wed. 31st	11. 10. 10. 10.	m. 7. 14. 2. 2.	Thurs. 1st	10. 10. 10. 10.	m. 6. 13. 1. 1.
Fri. 2nd	10. 10. 10. 10.	m. 6. 13. 1. 1.	Sat. 3rd	9. 10. 10. 10.	m. 5. 12. 1. 1.
Sun. 4th	9. 10. 10. 10.	m. 5. 12. 1. 1.	Mon. 5th	8. 11. 10. 10.	m. 4. 11. 1. 1.
Tues. 6th	8. 11. 10. 10.	m. 4. 11. 1. 1.	Wednesday 7th	7. 12. 10. 10.	m. 3. 10. 1. 1.
Thurs. 8th	7. 12. 10. 10.	m. 3. 10. 1. 1.	Fri. 9th	6. 13. 10. 10.	m. 2. 9. 1. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 30th.

Pressure Day	On Date	On Date	On Date
29.69	29.74	29.70	
85	81	85	
71	70	71	
SW	S	S	
2	1	1	
60	60	60	

Highest open air Temperature on 29th, 87° Lowest open air Temperature on 29th, 80°

Per Habsbury from Hamburg, Mr. and Mrs. Bartels and children.

Per Hafner, from Coast Ports, Miss Ashmore, Mr. D. Prince Rossephore, Messrs. Thomas, Mickle and Woodcroft.

Per Chingto, from Yokohama via Kobe and Knobinote, Mrs. Martin and child, Mr. Martin and Miss Martin for Zamboanga, Messrs. Brown, Finney, and Gallegher for Sydney.

Per L. R. Lutjold, for Hongkong, from Naples, Mr. F. Wandres from Genoa, Messrs. Walter Thöhl, H. Steling, Y. Tambrillas and J. C. Brino; from Hamburg, Mr. Nils Jacobsson; from Southampton, Messrs. Charles Uawin and T. H. Dillon and infant; from Singapore, Mr. and Mrs. Ellis, Capt. J. Mills, Rev. L. Sparrow, Messrs. W. A. Dowsey, J. E. Schillidge, W. M. Browell and S. Norman.

Per Zafra, from Manila, Mr. and Mrs. W. Barre, Mr. and Mrs. Arden, Miss and Miss Nash, Mrs. Stephens, Mrs. Snow, Mrs. Kelly, Mrs. Scott, Mrs. M. K. Dale and child, Misses L. It, Raynor, O'Connor, Park Hill, Bailey, Brighton, Romayne, Johnston, Mitten, Murray, Stewart, Long, Hamilton, Haydon, Primrose, Jessie, Knight, Lucy, Wisheims, Adams and Davies, Lieut. K. S. Snow, Capt. Palmer, Capt. E. A. Jones, Bishop Brent, Messrs. Cole, Kay, Major, Smith, Ellis, Davis, Rooney, Clifford, Granby, Welland, Shortlands, Stephenson, Morgan, Lopez, Gunner, Norman, Morris, Stone, Gardner, G. Brunspracher, J. R. Gillingsham, J. O. Kerby, G. A. Grover, A. Arr, F. C. Thompson, L. Hallward, J. Gilchrist, E. Conant, M. F. Cernick, Searcy and McMillan.

STEAMERS PASSED THE CANAL.

June 14th — Ville de la Cigale, 21st.

Kintuck, 25th—Idemereus, Bambie, Puritan, Schlarf, etc. July 5th — Oceanian, Patina, Iduvane, Teucer, Chikugo Maru, Voracious.

10th — Benglas, Breiz Huel, Glenturret, Indramaya, Sorudnak, 13th — Iyo Maru, (delayed thru' mutilation), Glenaveen, 17th — Indramadi, Glamorganshire, Amotoni Maru, Tambozo, 20th — Glenegau, Stratonia.

Telemachus, Triest, Awa Maru, Shinouza, 24th — Devanda, P. E. Friedrich, Belgrave, 27th — Agamemnon, Lemnos, Nada, Indraeville, Sanuki Maru, Taurane, Branwell.

ARRIVAL AT HOME.

July 26th — Scharnhorst, Australian, Erroll, Prometheus.

Agents LANE, CRAWFORD & CO., HONGKONG.

SHIPPIERS CUTLER, PALMER & CO., LONDON.

AGENTS LANE, CRAWFORD & CO., HONGKONG.

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No. 25, Wing Wo Street (Lane Read Central) Telephone No. 613, Hongkong, 1st March, 1907.

478